



November 2003
Number 455



***WMX's Angels!
Fun and japes for Nikki, Alison and Gail on the Retro Run...***

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Your Editor Speaking...

Well, I've finally bitten the bullet and put the Esprit into the garage to have its strange temperature behaviour cured. Typing is difficult with fingers this crossed...

The most exciting F1 season for many years has come to a close with the usual suspect as champion. At least he was made to work for it this year! Looking forward to 2004 already..

The WRC is still in the balance though - although without the miracle of the video

recorder I doubt I'd have seen any of it. What are Channel 4 playing at? Well, it's still better than Auntie Beebs efforts where there was just the one half hour programme per event...

The cold weather means travel to work in the Westfield is becoming challenging! Time to dig out the thermal underwear I think! And on that doubtless highly unwelcome mental image I shall bid you farewell for another month!

Have fun!

Jez Boakes, Editor

From the Hot Seat

Hello again. Our esteemed Editor told me that I wrote too much last month, so I'll try to be more brief this time!

Autumn is definitely with us. The leaves are dropping and we're back to scraping frost off the car in the morning. But don't despair. There is still plenty going on in the Group to warm the cockles.

As I mentioned last month, the Committee is producing a new Clubnights questionnaire. The idea is to ask you, the WMx faithful, what it is that you'd like us to put on for your entertainment. At the time of writing, the Committee meeting which will agree the format of the questions will take place this evening so you should be hear-

ing from me very soon. I hope that you will allow us a few minutes of your time to answer our questions and as a result, I hope that you will feel a closer part of the Group and also enjoy the events we put on in the future.

The Three Shires run, on the 5th October, was a success once again. A number of WMx crews were taking part. The Run took us from breakfast at a pub near Basingstoke, through the Hampshire, Berkshire and Wiltshire countryside to the finish at the Milestones Museum in Basingstoke. It was a cold but sunny day and we enjoyed some lovely scenery, including Watership Down. The Museum at the finish was very interesting and if any of you are in the area, I would recommend a visit. It takes a look at

Hampshire life in Victorian times and the 1930's. There are reconstructed street scenes including shops and even a pub (although watch out for opening times because they call time very early!). More information is on their web site: www.milestones-museum.com

October Clubnight was the Slot Car Stages rally evening. As ever, AG provided an entertaining format and, although I couldn't make it, I understand that a great time was had by all. Thanks must go to Allan and all his helpers.

Looking ahead to November, the **film evening Clubnight** will take the theme of "50 Years Sideways". We will see the DVD by the same title and various committee members will bring along their memorabilia from the various years of rallying with many an amusing anecdote to share. Do come along and reminisce with us all. As usual, the evening will be in the function room at the Liberal Club in Windsor from around 8pm onwards.

You may recall last month's adverts for the **Quadruplex**. This is a competition between local csma Groups with the winner holding the Quadruplex trophy for a year. This year it is the turn of WMx Group to host the evening which will take place on **Saturday 22nd November**. The only rule about the Quadruplex is that the nature of competition cannot be motor sport orientated. In the past, there have been everything from a Beetle Drive to quizzes. Allan Goddard has taken up the mantle of organising the evening on behalf of the Group. We will be using our usual Clubnight venue, the Liberal Club in Windsor and the evening gets underway at 7pm for a 7:30pm start. A supper will also be provided and we will have our own bar in the function room. The evening is light hearted with a social emphasis. Friends and family are especially welcome so do feel free to bring along guests to make up teams for the Group.

Next month sees our annual **Christmas Skittles Clubnight**. On **Thursday 11th December** we will return to the Greyhound pub at Eton Wick. Rhys Edwards is again organising things for us. For those who haven't joined us in the past, this is a very friendly evening with members split into teams for the skittle alley competition and there is a hot'n'cold buffet supper included in the ticket price. There are prizes for the best but the aim of the evening is to give us all a chance to let our hair down and catch up with friends before the Christmas break. As with the Quadruplex, feel free to invite your friends and family along to join us. There is an advert elsewhere with full contact details.

The Committee are pleased to repeat the offer that if you purchase a ticket for the Annual Dinner at the same time as you purchase your Skittles ticket, you will receive a discount of £5 off the Annual Dinner price. Tickets for the Skittles Christmas Clubnight are £14 each and tickets for the Annual Dinner are £20 each. If you purchase the two together you pay just £29 per person for the two evenings. That is a real bargain.

The Annual Dinner will take place on Saturday 6th March 2004, at a new venue, the Aurora Garden Hotel, Windsor. Allan Goddard is the organiser for this event and, as usual, the evening will consist of a black tie dinner with entertainment, retiring to the bar afterwards for drinks and chat (into the wee small hours if past years are anything to go by). A B&B rate of £60 for a double/twin room has been negotiated (which is a considerable discount) but this must be booked through AG in advance to ensure you get the arranged price. More details about the exact timings and location will follow so watch out for adverts in the coming months.

Nikki Wild, Chairman

The Secret Hairy Bits

Well I've just realised that I'm late again with my regular column.

The Editors email said " I need your article NOW!!!!". So here goes.

Clubnight was a slotcar evening run along the lines of a special stage rally.

As usual organised by AG with additional track provided by Dave Wiles.

Some of us turned out early to give Allan a hand as he still has his leg in plaster, however it doesn't seem to stop him giving orders!

An excellent evenings entertainment was had by all, but we could have made space for a few more competitors.

The October 12 Car was run by AG and assisted by yours truly. I think everyone that turned out had a good evening and I'd like to thank the 20 or so Marshals that supported us too. The event was won by Ted Manktelow and John Evans of NWL, the only non WMx crew on the event. AG once again provided an excellent route

despite many setbacks. I think the route had to be changed about six times in the end. The start Venue of M's Diner proved a good one and the food was good too. The finish venue was also a good one although the veranda was a bit chilly so I moved indoors to calculate the results with the help of Alan Smith.

Perry and I should have competed on the Pheasant Plucker the next day but due to a family bereavement we had to withdraw. Congratulations to Colin Hiscok and Vincent Hopkins who finished 5th on the clubman event.

I have regs for the next two 12 car events on Nov 7th and Dec 12th give me a call if you need them.

That's it for now, gotta get this off to Jez before he puts this issue to bed.

Till the next time,

Give it Beans

.....And Rhubarb
BigJ, Secretary

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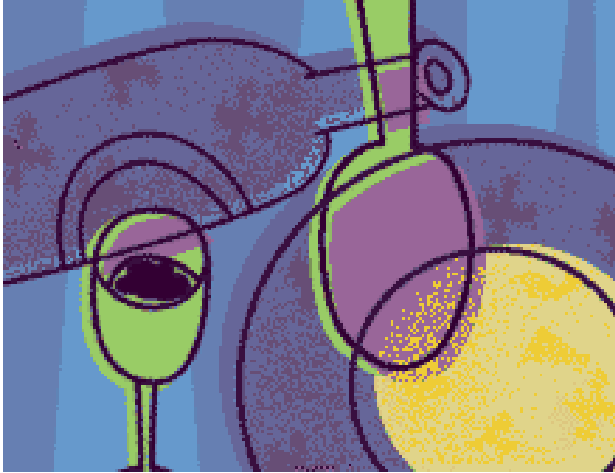
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WMx presents the.....
**WMx Annual Dinner
and Group Awards!**



Will take place on
Saturday, 6th March 2004
at the

The Aurora Garden Hotel, Windsor

***An excellent venue which makes the ticket price of
£20 a bargain or save £5 with a combined Christmas
skittles and Annual dinner ticket at £29!!!***

Reduced price room rates also available.

Full details to be confirmed but put this date in your diary and call Alan Goddard on 07785 903000 or Rhys Edwards on 01793 616252* to get your tickets quick!

*See page 11 for further contact details for Rhys!



MOTORSPORT CO-ORDINATORS' BULLETIN

NOVEMBER 2003

Dates	Event (Status)	Organising Club	Type of Event	Champ
Nov Fri 7	* 12 Car Rally (C)	NWL	Navigational Rally	Centre
Sat 22	* Quadruplex ()	WM	Intergroup competition	Centre
Dec 6/7	* Civil Service Rally (NatB/Cm)	NW	Road Rally	
Fri 12	* 12 Car Rally (C)	NEL	Navigational Rally	Centre
Jan Fri 9	12 Car Rally (C)	WM	Navigational Rally	Centre
Feb Fri 13	12 Car Rally (C)	NWL	Navigational Rally	Centre
Mar Fri 12	12 Car Rally (C)	NEL	Navigational Rally	Centre

Licence required : (I/Nat A/Nat B/Cm) = MSA Licence, (C) = Club Card, () = Nothing,
* = Regs available

Past Events

Greenhorn 12 Car A compact route in the bottom left hand corner of 166 kept crews busy during the evening. The start car park was very busy with people going to the nearby pub and the local 'boy racer' fraternity assembling there. At the finish everyone arrived back safely. Still waiting for the results at present.

Thame 12 Car Rally Well Ian Buxton and myself had another go at this event and again it was a very good rally. A little down on numbers this year but still worth a go next time. Hopefully we will get another invite and more of you will give it a go.

Autumn Autotest Ten competitors turned up for this last autotest of the season. The weather was kind this year so the surface was dry all day and even kicked up a bit of dust. All the tests were forwards except for one bit near the end. Everyone seemed to enjoy themselves.

WM 12 Car Rally Results next month.

Future Events

November 12 Car Rally NWL are running this event on the 7th November and starts from the John Bunyan PH at Coleman Green near Wheathamstead. There is the usual 45 mile route on map 166 and it is organised by Ted Manktelow. Entry fee is £5 and further details and offers to marshal or enter should be directed to Ted on 01923 282130.

Quadruplex This inter group event will be hosted by West Middlesex this year and will run on Saturday 22nd November. More details appear elsewhere, but it will be some form of quiz. Starts at 8pm in Windsor.

Civil Service Rally This will again be based at Eaves Hall and special rates for two (£70 DBB) and three (£100 DBB) night stays are available. The event is also a round of the local regional championships and was well received last year. The event also caters for the novice competitor with a separate class with easier navigation. To request your set of regs for the event contact Terri Jacobs at HQ or ask me.

December 12 Car Rally Starting in Graveley near Stevenage, this event uses four maps 166, 167, 153 & 154 (photocopies of the latter three can be provided - aren't I kind to you) for its 45 mile route. A lot of the roads have never been used before and there are some really nice lanes to drive. There will not be any of the usual 'Not As Map' instructions this year (couldn't find any) and the navigation will be straightforward. Entry fee is £5. Contact me for more details or offers to marshal.

Other Items

LCAMC Meeting At the recent association meeting was Bruce Goddard who is Business Development Manager at the MSA and he gave a presentation on Government funding for Motor Sport. The aim is to get more people involved as competitors/organisers/marshals as it has been acknowledged that they generate employment in the Motor Sport sector. Money would also be spent in trying to get the supermarket carpark brigade to use specified/purpose built venues, without necessarily curbing what they do, so that they don't get lumped in as a motor sport problem.

Also at this meeting, it was agreed to resurrect the road rally championship for 2004. With a mixture of Midland and Southern events there will be something for everyone to try. Further details when they are available.

Seminars for Club Officials These seminars are for non licensed club officials (typically event secretaries, clerks of course and stewards) and the content is based on the role of the event official. The ones nearest us are either in the Coventry area (Saturday 24th Jan), Mildenhall area (Saturday 31st Jan) or Aldershot area (Sunday 1st Feb). These are day long events and registration beforehand is required. If anyone is interested in attending, then can they please let me know before the end of November.

Mike Biss - Motorsports Co-Ordinator Home: 01525 720299 Work: 01977 593482
mike.biss@bt.com

JOHN BROMFIELD

It is with great sadness that I have to inform you John Bromfield has recently passed away, finally losing his twenty year battle with kidney problems.

John served as West Middlesex Group secretary for four years and was a Committee member throughout the eighties.

A quietly spoken and 'laid back' character with a very dry sense of humour, I was fortunate to enjoy John's company over many years both as a work colleague and as a navigator and co-driver on many events in the late seventies and eighties.

He always preferred Stage Rallies to Road Rallies and partnered me on three Manx International Rallies, two Internationals in Belgium, one in Germany and on quite a few British events too, even the Curtis Bennett Rally a couple of times.

John often drove my chase car in the mid-eighties when we did the Astra Challenge series and on many occasions he helped Colin, Chris, Dave, Kevin, Ian, Louise and Co. to fix whatever I'd broken and helped get the car to the finish. And when it worked he was the one who bought the beer!

Regrettably it's some time since we last saw JB but I, and a number of long time West Middlesexers, will remember him with fondness and affection.

On behalf of our Group I offer our deepest sympathies to John's family and particularly to Lorraine.

Allan Goddard

November clubnight.....

50 Years Sideways

An evening of Videos, photos and memorabilia commemorating the last 50 years of Rallying.



If you have any rally related photos or memorabilia then bring them along!

8pm, Thursday 13th November 2003

***At
The Windsor & Eton Liberal Club
Victoria St.
Windsor, Berkshire***

BigJ's Guide to Calculating BHP for Boy Racers...

Right, I've noticed a lot of magazines and stuff quoting BHP figures against cars and thought I should take the time to explain what these are.

Basically the figure they are quoting is the most important factor about the performance of a "phat/wicked ride".

Brake horsepower and Torque are all very well, but the main figure that counts is Bar Horse Power, this is the figure that you tell your mates down the pub.

To calculate this use the following rules:

STARTING POINT

The manufacturers generally handpick an engine that they know is on the right end of tolerances for testing, this means that often its a higher figure than an average new engine actually makes, ignore this fact and swear blind that your smoking nasty example of a now half clapped out engine makes the figure claimed, round up whenever possible, so 152bhp = 160bhp etc

BOLT ON MODS

Obviously the correct way to get more power from your smoking engine with poor valve seal and rings that are about as tight as a Wizard's sleeve, the way to get more power is to ignore those facts (see "starting point") and just bolt tat onto the outside of it.

These mods can include filters / exhaust / dump valve etc, or even semi-internal mods like cams, we won't cover things like bearings or rings 'cause those aren't very shiny so you won't want to replace them.

The manufacturers always state the gains that you will get from a mod, often your car wont be listed specifically with a power gain, so just pick the biggest one that is, if a Skyline can pick up 22bhp from an exhaust, then so can your Saxo, again don't forget the golden "always round up" rule.

The figures should all be added up, and round up again.

ITS A GOOD 'UN

You need to add a proportional value based on the "its a good 'un" factor of your engine. Basically, as this is YOUR engine not anyone else's, its special, so the mods will all make more difference, so multiply the number up a bit to take this into account.

STICKERS / SPOILERS

Race cars have them, so you need them too - the key thing here is to NOT buy ones that apply to anything you have fitted, go for stuff that isn't even made for your car, so Greddy/HKS/Blitz is ideal for an XR2i.

Now the thing to remember with modifications to a vehicle is that they work in harmony, it all comes together as a package, exhaust will compliment head mods, filter will work well with a de-cat or whatever, now stickers are about attitude, and attitude is what counts out there on the street (or Halfords car park).

Take the % of your car covered by stickers and spoilers and add that onto your BHP figure as an attitude adjustment (don't forget to round up!!)

WORKED EXAMPLE:

Fiesta XR2

Quoted figure (use a guess if you cant find the manufacturers), 94bhp

Filter (using the figure for a Porsche 911) - 11bhp

Exhaust (using figure for a Skyline) - 22bhp

De-cat (never had one so you get this without doing anything, PHAT!) - 12bhp

Sticker coverage = 47%

Spoiler coverage = 12%

Its a good'un factor = 25%

We'll do the rounding first:

So the calcs are:

Quoted figure round up = 100

Filter round up = 20

Exhaust round up = 30

De-cat round up = 20

Sticker round up = 50%

Spoiler round up = 20%

Good'un round up = 30%

So $100 + 20 + 30 + 20 = 170$

plus stickers 50% = 255

add spoiler factor 20% = 306

add good'un factor = 397.8

Final round up = 400bhp!

This however is only your basic Bar Horse Power figure, make sure when you quote it you increase it inversely to the age of the girl you have with you at the time, and in direct proportion to the number of pints you have consumed.

Hope that helps if any of you are getting your "phat modded chariot" featured soon.

BigJ

Yoof Correspondant

Letters to the editor

Dear Sirs,

I am writing to complain in the strongest possible terms about the lack of letters complaining in the strongest possible terms. Surely there are people out there who have things they would like to rant about? The weather, politics, misuse of fog lights, speed cameras, the price of petrol... The number of topics must be infinite! So where are they all?

Yours fumingly,

Brigadier General Sir Henry Smith-Smyth-Smith, Ret'd (Mrs)

So where are you all? - Ed.

December clubnight.....

Christmas Skittles And Buffet Supper

**Skittle alley bowling with prizes for the winners and
a buffet supper included.**



***Thursday, 11th December 2003
7:30pm for 8:00pm at
The Greyhound Pub, Eton Wick
(10 minutes from Jn 7 of the M4)***

***An absolute bargain at £14 a ticket or even better,
£29 as a combined ticket with the Annual dinner.***

A £5 saving!

For tickets or more information contact Rhys Edwards on
01793 616252 (home), 0118 982 6003 (work),
rhys.edwards@physics.org, or send cheques to
38 Hythe Rd, Old Town, Swindon, Wiltshire, SN1 3NY.

Haymaker Grass Autotest, Sept '03

Having done the autotest training day at Barton Stacey a few months back, I was keen to try it for real. I was also keen to try it on grass as the tarmac at Barton Stacey was a little too hard on my tyres!

Up nice and early (ok, 8:30am but it was a Sunday!) and a quick drive past Basingstoke to Bramley. Entering the field and it all looked nice and flat. However, it soon became apparent that it might be flat in a family hatch but in a Westfield with hard suspension it was rattling my fillings at 10mph! Oh, and we had obviously evicted the fields last owners, a herd of cows, as what they had left behind was soon splatted all over my rear arches and right sleeve.....

Anyway, maybe I was being a bit picky, it was a field after all and, as fields go, a pretty flat one so perhaps it was my choice of cars that was the problem!



So, sign on, get the car scrutineered then wait for the briefing. Ian and John did a great job of making us all feel welcome and stressed that the day was supposed to be relaxed and fun. Sounded good so far! Next job was the silly walk round the field (walking the route to memorise it!), a quick check the car still had water and oil and then queue up for the first runs.

So what was it like then? Well, first off, I was surprised how many routes there were, 8 in total using 2 courses and 3 runs per route. Nothing too compli-

cated (no reversing for example) but by the time I was on the 3rd course using the same set of cones my brain was starting to struggle remembering it all! Of course, this is when I started sorting out all my excuses for being so slow. My suspension was too hard, the handbrake didn't work, dust was getting in my eyes. But of course, in reality, the biggest problem was I had a lot to learn!

By midday I was having fun but not going very fast. In fact I think I was in the bottom 3rd. However, that didn't really matter. I was having fun, sliding and bouncing all over the place. I was also remembering most of the courses and not doing anything too silly. In fact my only really embarrassing moment was one test where I couldn't get the engine to rev and in fact stalled it twice. Why embarrassing?



Well, it turned out I was trying to use 3rd gear to pull away in!!



Unfortunately for me, after a few hours of bouncing round the field my Westfield decided enough was enough. The temperature gauge went off the top of the scale so I had to stop and investigate. It looked like the only problem was the electric fan wasn't working but after a bit of poking around I decided to I'd better take it home where I eventually traced the fault to a very bad connection. A shame as it meant I was not classified in the final results but given my performance during the day that is perhaps not a bad thing!

Toby Mack

January clubnight.....

To the Sahara and back again

An informal but fascinating talk by Alan Smith on his exploits on the World Cup Rally.



***8:30pm, Thursday, 8th January 2004
at
The Windsor & Eton Liberal Club
Victoria St.
Windsor, Berkshire.***

The Retro Run 2003

You will all have read (I hope!) Nikki's article last month about the retro run. So what can I add?

Well, there is no point me going on about how much fun we had. It is all true, we had a great time, but then Nikki has already told you that!

There is also no point in me elaborating on the route we took. I can confirm that there are some wonderful roads and views in Wales and Chalky appears to have found them all for us. Trouble is, I was just following directions (take the next left, miss this one, 3rd exit at the roundabout etc) so after 5 minutes I hadn't got a clue where we were! By the end of the day, Gail (my wife and navigator) could have told me to turn left into a river and I would have done it without thinking.

So what can I say? Here are a few disjointed snippets from what I remember of the weekend.....

Which car?

It has to be one of these...



We did the Retro Run last year in my old Lotus Excel, the Excel is now blown it's engine and gone (a long story!), so the choice this year was a Saab (not very retro!) or a Westfield (old and in need of TLC!).

The Westfield was duly entered but we did have concerns. It is a long way to Wales and the Westfield was never made for comfort! The forecast was not looking good and Gail hadn't done more than 5 miles in the Westfield (in total, ever!), how would she cope with hundreds of miles while having to read a road book? In the end we compromised, we would take both the Westfield and the Saab and keep our options open! (Who said I can't make decisions?!) **(I think I did once or twice! - Ed)**

160 miles and 4 hours later (that b*%&&@ M4 on a Friday night.....) we were there. Nothing had fallen off the Westfield and I hadn't even needed to put the hood up. We were soon hearing tales of others epic attempts to get there so I started feeling more optimistic about the whole thing!

The moment of truth!

Next day things didn't look so good. Overcast and cold, but not really raining. Having braved the M4 the night before I didn't want to be put off so we left the hotel in the Westfield, just as it started drizzling.....

Now the Westfield isn't comfortable being driven slowly. Especially if it is raining as you need some speed get the rain blown over the top. So I set off at a reasonable pace. After a while we caught, and eventually overtook, some fellow Retro runners. Then the rain got heavier and we decided to stop and put the hood up. The other cars trundled past as we were doing this so a few minutes later we caught them up again. Then it stopped raining

so we stopped to take the hood down. A few minutes later we caught them up again. Hare and tortoise comes to mind!! From then on though, the weather continued to improve and we spent the rest of the day on some of the best driving roads I have ever driven.



By the end of the day both Gail and I agreed it was probably the best days driving we had done and it was well worth the hassle getting the Westfield there. It would not have been the same in a Saab!

As I said earlier, Gail had hardly been in the Westfield before, it was only the second time she had seen a roadbook, and in the past she has complained of travel sickness being

driven round Hampshire in the Saab. How on earth did she cope with 150 miles a day, continuously reading a roadbook in a bouncing, smelly Westfield? Well, pretty much perfectly actually!! The only navigational error was when she turned over two pages in the roadbook at once (quickly corrected) and she never complained, which is more than you can say for the driver (me!) after a particularly rough section at high speed which my stomach didn't like. (or was it the beer the night before...?)

That night (and what a night.....)

Not sure what I can say about the Saturday night. Food, wine, entertainment and some "interesting" outfits.....



It certainly looked like everyone was enjoying themselves!

Day 2

The second day was almost as good as the first. Again some lovely roads but with a few more bigger and straighter ones (which is useful, as I was a bit jaded after the night before). The only problem that we had not thought about was how to get the Saab from the Hotel in Brecon to the finish (Whitemead in the Forest of Dean) when both drivers

were in the Westfield. In the end we drove the route to the lunch stop at Usk, then drove back to the hotel where I drove (and navigated with the roadbook) the Westfield and Gail



drove the Saab back to Usk and on to Whitemead. The only trouble with this was that I didn't want to miss out on the roads so I drove off at high speed leaving Gail to try and keep up. Not surprisingly I soon lost her but, no matter, we had agreed to meet again at Monmouth as we couldn't get lost before then. Err.. actually **I** can!! I ended up heading for Newport and had to do a 10 mile detour to get back on route. I then had to stop for petrol and ended up fielding a rather angry phone call from Gail wondering whether she had missed me in some ditch somewhere. Ooops.....

Anyway, from there it was fairly easy to find Whitemead and join the others for the wrap up session. Except this is where we heard from Chalky that we had caused some problems for the hotel. On that day the hotel had a wedding fair running. Of course they wanted to welcome their guests to the hotel with a nice display of wedding cars outside the front. Bentley, Rolls, lots of ribbons, flowers etc. Oh, and a dirty old Saab which we had left there for collecting later!! Oh dear- apologies to the hotel and apologies to Chalky and Rose for having to admit that, yes, it was something to do with their event, and no, they couldn't move it, the keys were in a Westfield, miles away!

The end of yet another excellent Retro Run!

Toby Mack